

FROM EAST TO WEST.

A TRIP FROM ASHEVILLE TO CALIFORNIA AND RETURN.

Mr. W. R. Whitson Tells a Citizen Reporter of Some Things He Saw and the Impressions They Made During His Recent Trip.

As was announced in THE CITIZEN of yesterday, Mr. W. R. Whitson, who left Asheville about a month ago for a trip to Arizona and California, has returned; and supposing that some account of what he saw and the impressions he gained during his long journey would be of interest to our readers, a reporter sought him yesterday in his office in the court house, and found him busy, but genial, and in response to our request for a talk of his trip, he seemed at first rather reticent, being a modest man, but, finding that he really had many thoughts concerning his journey, we prevailed upon him to give us a small portion of his time, and the result will be found below:

You ask me about a thing that in a short way it is difficult for me to answer. I have seen so much and had such varied impressions made on my mind since I left home that it has been with difficulty I gained or retained anything like an accurate knowledge of the country I have passed through. I will say, however, in the outset, that considering everything, I don't believe I have seen a more favored region than the people of old Buncombe are acquainted with. My route to the Pacific States was from Asheville to Louisville, Louisville via the Air Line to St. Louis, Chicago and Alton to Kansas City, Santa Fe route to California. One in going from Asheville by the route I went will travel so far west through a timbered region that he will very naturally come to the conclusion before he reaches it that such a thing as a prairie country does not exist, but before he reaches the Pacific coast his mind will be so far changed that he will readily conclude that much the largest part of the American continent, is a country void of timber. Going the Santa Fe route, from the time I left Topeka, Kansas, until I got almost in sight of the Pacific ocean I don't remember passing through but one small timbered region. I would occasionally see some cottonwoods growing along the banks of some small stream, but water being about as scarce as timber, this sight was not, of course, to be had everywhere. From the time I left Las Vegas, New Mexico, (crossed the Rio Grande and Colorado in the night) until I reached the plains of California, fifty or seventy-five miles from the coast, I don't remember seeing a stream of water larger than a small branch; crossed mighty rivers, but rivers without water. I was told the Colorado had plenty of water but the Rio Grande little or none. I was reliably informed that the Rio Grande, even as far down as El Paso, at the time I went out had not a drop of water in it. All the water that would have naturally flowed down that stream was being used for irrigation on the plains above. A very intelligent gentleman with whom I traveled, and who resides at Albuquerque, New Mexico, told me that the contest over the water of the Rio Grande was so great that between the United States and Mexico it was likely to become an international question.

The thing that impressed me most in the western country was its great sameness. Colorado, New Mexico, Arizona, Nevada, Utah and a part of California and Kansas are in the main alike, one vast desert plain, dotted with high barren mountains and an occasional green spot, made so by irrigation. With few exceptions, where water happens to be plentiful, as in the region of Salt Lake, the only industry carried on between the western part of California and the western part of Kansas is stock raising and mining.

What of California? Well, the State of California on the Pacific slope is certainly a fine country, naturally, but a very poor one for a farming man to move to now. The price of farming lands is so inflated that no poor man can afford to buy, and no rich one either, if he expects to make interest on his money. The idea of paying from three to ten hundred dollars an acre for lands on which to grow wheat, grapes, pears and the like is preposterous. From what I could learn I say nearly all the farming industries in California are being overdone. Everybody seems to understand this, and in my opinion ten years from now the lands on which are grown the sweet grape, pears, oranges, etc., will not command the money they now bring. Los Angeles, the first place I visited in California, is a beautiful city, but badly damaged by the great boom they experienced there two years ago. Property is now rated at double its worth, but one third lower than during the boom. The boom made this city odious in the eyes of all Pacific coast towns and cities, and wherever you go you can hear the people denouncing her. The whole outside world now seems to be afraid of her; not of her glory, but of her speculative prices.

San Francisco is certainly the most booming town in the far West. The city is beautifully laid out, splendidly built, enjoys at all seasons of the year an immense visiting population, is the center of trade for the whole coast, etc. There is a certain infatuation about this city which I met with nowhere else in my travels. If I were to tell you of all the infatuating things that I met with there, such as the beautiful park, my visit to the Cliff House, right on the Pacific shore, the immense herds of sea lions

A QUESTION.

SHALL THE CITY RAILWAY Haul Freight?

A Citizen Reporter Interviews Manager Arthur—He Talks to the Point and Explains the Attitude of the Company.

THE CITIZEN hearing that the chief of police had forbidden the delivery of freight by the electric railway from their cars, detailed a reporter to interview Mr. Arthur, the general manager, as a result of which the following conversation was held:

Reporter—"Mr. Arthur, has your company been forbidden to deliver freight from its cars? If so, what will be the effect on the company's business and on the public?"

Mr. Arthur—"Yes, we have been forbidden, but I think it is because the city authorities fail to appreciate the true situation. Should they persist in this determination, our business will be very seriously damaged, and the interests of the public will, I think, be injured, as we can afford to haul all heavy freights at much lower rates than can otherwise be done."

Reporter—"But, Mr. Arthur, will not the delivery of freights from your cars cause serious obstruction in your narrow streets?"

Mr. Arthur—"I do not think that our cars will impede passage along the streets nearly so much as the same freight if hauled by wagons. You must consider that at one trip our car will bring 15,000 pounds, and make the trip from the depot to the square in one-fifth of the time that a wagon will require to bring 3,000 pounds; hence, it is evident we can afford to do the work at lower rates. Then, on delivering to consignees, our car would stop in the middle of the street, on our track, where we could not permit to remain more than a very few minutes, because the track must be kept clear for the passage of our passenger cars. Moreover, while stationary, the car is parallel with the street, with ample room for vehicles to pass on each side. We never propose to use skids extending from car to sidewalk, but must employ enough help to move freight into the stores most rapidly. Now you doubtless have observed that generally a wagon is backed up to the curb, and its team extending half across the street, and standing in that position many times as long as our car can be allowed to remain stationary on our single track; hence, I am sure that we will obstruct the streets much less than they."

Reporter—"Well, Mr. Arthur, this statement seems very plain as regards your advantages for handling heavy freights, but how about the lighter articles?"

Mr. Arthur—"Well, we only claim that we can do the carting and hauling from the depot to the stores cheaper than the draymen. We acknowledge that they may have advantages in delivery of smaller packages; hence, I tried at first to make arrangements mutually satisfactory with Messrs. McDowell and Lorrick, whereby we could do all hauling, and they manage the loading, delivery, collecting, etc., but they rejected all propositions I could make, and emphatically decline to submit any for our consideration. We wish only to secure such part of the business as our facilities enable us to do with profit to ourselves, while at better terms for our customers."

Reporter—"Surely this desire is altogether reasonable, and the public should not be deprived of the advantage of competition in rates. Have you made these points plain to the mayor and aldermen?"

Mr. Arthur—"Yes, here is a letter I addressed to them to-night. If you attend their meeting you can learn their action. In the meantime, I have no objection to your copying it if you wish."

To the Mayor and Aldermen of the city of Asheville:

Gentlemen:—On the 19th inst., the chief of police, acting under your instructions, notified the Asheville street railway company that it would not be allowed to deliver freight from its cars to stores along the line of its track.

The 9th paragraph of its charter is as follows:—"The said railway company shall be allowed to carry freights and commodities on the lines of its road: Provided, however, that heavy freights which would detain passengers and obstruct the streets, must be delivered by teams and wagons or other means than their cars, and from their warehouse or houses."

Under this the street railway clearly has the right to carry freights. The right to carry implies the right to deliver, just as the right to run its cars implies the right to stop them on the streets as long as it may be necessary in order to accomplish the business its charter authorizes it to carry on, with no other restriction upon it than that it shall not detain passengers and obstruct the streets.

Whether delivering freight from its cars delays passengers and obstructs the streets is a question of fact, depending upon the circumstances of each separate case. Freight can be delivered in such a way as to delay passengers and obstruct the streets, but it can also be delivered without delaying passengers or obstructing the streets; but no one can say in advance of the happening of the event itself what will or will not obstruct the streets. The bare stoppage of the cars does not of itself detain passengers or obstruct the streets, for when the cars stop the sidewalks are free and open and the space on either side of the car is great enough to admit of the passage of two wheels abreast or going in opposite directions. The space occupied by the car is not greater than the space occupied by a two-horse wagon, and the car being in the middle of the street with its length parallel to the sidewalk really obstructs the street less than a wagon when backed up to the sidewalk for the purpose of being unloaded. To say that the car may not stop long enough to be unloaded is tantamount to saying the

THE NATIONAL CAPITAL.

A PROCLAMATION CONCERNING THE NEW STATES.

It is a Violation of the Alien Contract Labor Law?—A Colored Delegation Presents Grievances to Attorney General Miller.

WASHINGTON, D. C., November 1.—The proclamation admitting the new States into the Union, which has been under consideration this week by the President, Secretary Blaine and Attorney-General Miller, was submitted to the cabinet at its regular meeting to-day. It is understood that if the document meets with the approval of the members, it is the understanding that it will be issued as soon as it is formally prepared at the State department.

The collector of customs at Norfolk, Va., has asked the treasury department for instruction in regard to the practice of Liverpool cotton merchants sending men under contract from that city to Norfolk for the purpose of buying and grading cotton for the English trade. The immigrant inspector for the State of Virginia reported the matter to the collector as a violation of the alien contract labor law, and the collector wants to know what he can do about it. The treasury officials are divided in opinion in the matter and it will probably be referred to the solicitor for settlement.

A delegation of colored men representing the late general Baptist convention, Rev. Wm. Gray as chairman, called on Attorney General Miller this evening in regard to the outrages alleged to have been perpetrated recently upon colored men in the South for attempting to exercise their franchise. It was represented that a member of the delegation who had been subpoenaed as a witness in the approaching trial at Jacksonville, of an alleged election fraud in Florida, has been threatened with assassination should he return to the State for the purpose of testifying. The attorney general said that while he was not prepared to say precisely what action would be taken in the case in question, he would say that they could rest assured that in any matter in which the Federal authorities had jurisdiction the laws would be enforced, so far as it lay in his power to enforce them, and all officers and witnesses protected.

The debt statement issued to-day shows the decrease of the debt during the month of October to be \$9,104,853.72; decrease since June 30th, \$15,895,944.21. Total interest bearing debts, of all kinds \$1,625,521,576.63; debt less available credits \$1,060,350,677.24. Cash in treasury \$825,007,725.70. Legal tender notes outstanding \$346,681,016. Certificates of deposit outstanding \$12,510,000. gold certificates outstanding \$120,937,229. silver outstanding \$277,319,944. fractional currency \$691,569,047.

FOES YOU KNOW.

Who They Are? Where They Are, and What They Are Doing.

Miss Ena Campbell, of East Tennessee, is visiting her sister, Mrs. T. C. Starnes, at 27 North Main street.

Miss Maria Brown and Miss Katie Brown, who have been visiting in Knoxville, have returned to the city.

Mr. and Mrs. Robert F. Oram, and Miss Oram, who have been at Mrs. Vanderbilt's for the past two weeks, left yesterday for their home in Dover, New Jersey.

Esquire John Carver, of Madison county, and one of her most honored and trusted citizens, was in the city yesterday in attendance upon our criminal court.

E. D. Monroe, who has been in Jonesboro, Moore county, for a week past, at the bedside of a sick brother, returned yesterday, and reports his brother convalescent.

J. H. Howell, a large tobacco buyer on the Asheville market, has returned from an extended trip North, and among other tobacco centers, and is helping to keep up prices on our warehouse floors.

Rev. C. M. Campbell, who was called to Chattanooga on Monday by a telegram announcing the illness of his mother, has returned to the city. We regret to learn that his mother died before he reached her.

Mrs. W. W. McDowell and Miss May McDowell and Miss Annie Erwin, and Messrs. Clinton Adams and Arthur McDowell returned yesterday from a hunting trip in Vance county. They had the ridgepole of their wagon strung from end to end with partridges as trophies of their prowess.

Death of Mr. Thomas D. Jones.

We learn with very sincere regret from the Durham Sun of the 31st, that this gentleman had died at 5 o'clock of the morning of that day.

Mr. Jones will be remembered well here, especially by those engaged in the tobacco business. He came here probably in 1881, remaining a year or two, and making a favorable impression by his geniality, intelligence, energy and probity. He then returned to Durham, from which place he had come here, and remained there actively and very successfully engaged in business until compelled to suspend his labors by sickness. Mr. Jones was a native of Virginia, and at his death was about 38 years of age. In 1884 he married Miss Mattie Southgate, daughter of Mr. James Southgate, of Durham. She, with two children, survives him.

The Sun appropriately assumes the garb of mourning for the lamented dead.

Pleasant Words.

Our good old friend Bruner, of the Salisbury Watchman has the following to say about the Asheville papers. And the compliment is one to be valued because it comes from a man who has with ability been continuously in journalism since 1838. His judgment is matured.

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Horses for the South.

Chambers & Weaver yesterday sold five horses to one firm to be taken South. They report business never better. Some years ago it was the habit of the livery men to dispose of the greater part, if not all, of their stock on the approach of winter. But of late years the city is so full of winter visitors that there is nearly, if not quite as much, riding in winter as in summer, and so the stock of horses remains full through the year.

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BURGULARIOUS ENTRANCE.

A Cool and Deliberate Negro in Dr. Buxton's House.

Yesterday morning, between two and three o'clock, the cook in the family of Rev. Dr. Buxton happened to be awake, and saw a light in the dining room. Supposing the family was in need of something she went out and looked through the window. There she saw a negro man with a light in his hand very deliberately investigating the shelves, drawers, etc. Her first, and perhaps natural, impression was that the white family had been murdered, and the murderer had then proceeded to other parts of the house to add to his plunder, and she set up fearful cries of "murder, thieves," the burglar meanwhile appearing perfectly unconcerned and going on with his researches. The cries of the cook had alarmed the young ladies of the family, and they joined in the cries, which aroused Dr. Buxton, who went out and attempted to enter the dining room. This burglar had anticipated by barricading the door with pieces of furniture, and the delay thus secured, gave him time to depart through a side door which opened on the north piazza. The plunder secured was trifling, though a good leg of mutton did not appear at yesterday's dinner as provided for.

The burglar was a cool and deliberate one. He had taken with him a ladder to ascend to the second story, and which he left behind him in his retreat.

The cook had full view of the countenance of the felon, and recognized him as one she had frequently met on the street, but does not know his name. He may yet be secured.

CAUGHT ONE OF THEM.

Mitchell, of the Confidence Gang, Nabbed at the Depot.

One of the two confidence men, spoken of in yesterday's issue, was caught in his tricks yesterday. Mitchell, one of them is a sort of newsdealer on the Asheville and Spartanburg road; and Thursday afternoon started in the direction of Hot Springs. At Olivet, a water station five miles north of Asheville, an engine coming east, had jumped the track and blocked the road, which stopped Mitchell's progress on that train. Either thereon on his run to that point, he fell in with Mr. Warren Frisbee, of Alexander. On some pretext or other, he got Mr. F. to change \$30 for him. When Mr. F. reached home on counting his money to put it away, he found most of the money gone; he was in one, instead of five dollar bills as he had supposed. He came to Asheville at once in search of the swindler, who, fortunately for the pursuer, had been detained here all day by an accident four miles South of here, beyond which point no train could go yesterday. A very clear description issued yesterday morning by Mr. W. H. Deaver of the Pinion Detective Agency, was the means of detection, and he was recognized last night at the depot, and brought up into the city. Mr. Frisbee identified him. He was examined before a magistrate, and entered into a bond in the sum of \$200 for his appearance before the court. He deposited the amount of the bond and was released from custody.

TOBACCO FOR EUROPE.

An Important Addition to Asheville's Tobacco Industries.

Messrs. Moman and Child, of Lynchburg, will soon occupy the large new tobacco warehouse nearing completion on North Water street, and will begin the stemming, steaming and stripping of "English cutters" and "Strips" for export direct from Asheville to foreign markets. Heretofore these gentlemen have been extensive buyers of tobacco on this market, which has been shipped to Lynchburg and there put through the processes necessary for foreign shipment, but for the future it will go direct from this place.

These gentlemen have no doubt observed, the advantages Asheville possesses, and their opening of this establishment in our midst is but another argument in favor of our future as a tobacco center.

A few more such enterprises and Asheville will be second to no other market in the advantages she will offer to sellers of the almost universally used weed.

A Very Pleasant Reception.

Last night two young married pairs might have learned how wise they were to go and get married if for no other reason than to find how loved and popular they were. A delightful reception was given by Mrs. E. Sluder to Mr. Jos. Sluder and his fair western bride and to Mr. Frank Chapman and his charming wife found near home. It was a delightful and a happy gathering in which there was every combination to make the entrance of these young people upon the threshold of real life a bright and blissful one all strewn with flowers. May they find that it is truly so.

Terrible Accident.

Yesterday evening about 4 o'clock, Edward Nix, a young white boy about fifteen years old, while scraping some shavings from under one of the saws in the Asheville Furniture Factory, at the depot, in raising up brought the top of his head in contact with the revolving saw, cutting his head across the top terribly. After the accident the boy got up and walked and talked intelligently, although the saw evidently slashed into his brain. He was attended by Drs. W. D. Hilliard, J. H. Williams and J. A. Watson, and we learn that it will be almost impossible for him to recover.

Miss Amoret and Miss Jean Cameron, who have been spending the past few weeks at Mrs. J. G. Martin's, left yesterday for their home in Wilmington, N. C.

TRADE REVIEW.

DUN & CO.'S REPORT OF THE CONDITION OF BUSINESS.

Money Working Closer Last Week but Rising Now—Business in All Branches Good—Failures Some-what Ahead of Last Week.

New York, November 1.—R. G. Dun & Co.'s review of trade for the week says: Money has been working closer during the past week, falling 4 per cent. last Saturday, but then rising steadily to 9, and even more being paid in some cases. It does not appear that the change has any other cause than the demand from the interior which continues later this year than usual, and on account of the great business activity which is unusually large. Prices are stiffening, though the general level has advanced scarcely a quarter of one per cent. in two weeks. In speculative markets there has been more activity, except in pork products and coffee. These changes call for more money in the movement of products, and building operations are also unusually active at many cities. The liquidation in trust stock continues, particularly in the cotton oil, which has been heavily sold at a severe decline. But railroad stocks have been very stubbornly held, and average in price almost exactly as they did a week ago. The arrangements between the Chicago and North-western, and the Union Pacific, and the rumored sale of the Chicago and Alton look toward the consolidation of the great systems, and in the end, a projected railway trust of gigantic proportions. But meanwhile popular disfavor may lead to its interruption by Congress or State Legislatures. For the present, at all events, the visible tendency toward consolidation, encourages holders of securities, and the traffic in progress is large and profitable.

Speculation in breadstuffs has advanced—wheat 1 1/2 and corn 2 1/2 cents on sales of twenty-five and ten million bushels respectively; but exports do not increase.

Oil has advanced 3/8, oats 5/8 and cotton 1/8, notwithstanding the ports receipts continue larger than last year, both receipts and exports showing gains of 40,000 bales for the week.

Coffee has declined a quarter upon larger crop estimates from Brazil. The sugar market is only nominal, and prices of refined are well maintained, but the trust stock has been more firmly supported.

Coal has been stiffened by cooler weather, but still sells about forty cents below circular prices.

Wool moves more actively, sales at Boston reaching 3,300,000 pounds; but at Philadelphia the failure of a house carrying one million pounds has a depressing influence, and generally the trade appears active only where concessions are made to meet the needs of manufacture.

Iron and steel in all forms are in great demand and firm with a shade of advance in bar iron and rails; but the feeling is expressed that the improvement has been too rapid, and that a reaction and some retracement is probable. Accounts from the West are unusually encouraging.

Philadelphia notes great inactivity in iron and steel, a good trade but slow collections in groceries, a lifting in the wool market, and a scarcity of corn for coal.

Chicago reports money becoming tighter because of the country demands, but no apprehensions regarding the immediate future, as active trade in dry goods, wool and bales, but dullness in clothing and boots and shoes.

At Pittsburg, where a Southern gentleman has been visiting, a rise in coal is expected. Iron products are firm.

At other points trade is full and active for the season, with scarcely an exception.

Business failures during last week number for the United States 229; Canada, 32; total, 261, against 225 last week.

Sad Death of a Young Man.

The Salisbury Watchman has the following sad notice:

Mr. Robert Warner, aged 19, died Monday night of lockjaw. Mr. Warner who was a freight conductor on the Western North Carolina railroad, had a finger mashed some two or three weeks ago while coupling cars, and last Sunday morning it was found that he was amputate it, where a serious condition in lockjaw. He was a Southern young man and leaves many friends to mourn his early demise.

THANKSGIVING DAY.

Thursday, November 28th, the Day Appointed.

WASHINGTON, November 2.—The following proclamation, signed by the President, November 28, as a day of national thanksgiving, was issued late this afternoon:

"By the President of the United States, A PROCLAMATION.

"A highly favored people, mindful of their dependence on the bounty of a Divine Providence, should seek fitting occasion to testify gratitude and ascribe praise to Him who is the author of their many blessings. It behooves us, then, to look back with thankful hearts over the past year and bless God for his mercies in vouchsafing to our land enduring peace, to our people freedom from pestilence and famine, and to them that labor recompense of their toil.

"Now, therefore, I, Benjamin Harrison, President of the United States of America, do earnestly recommend that Thursday, the twenty-eighth day of this present month of November, be set apart as a day of national thanksgiving and prayer, and that the people of our country, ceasing from the care and labors of their working day, shall assemble in their respective places of worship and give thanks to God, who has prospered us on our way and made our paths paths of peace; beseeching him to bless the day to our present and future good, making it truly one of thanksgiving for our nation and home circle as for the nation at large.

"In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

"Done at the city of Washington, this first day of November, in the year of our Lord 1889, and of the independence of the United States the 114th.

"BENJ. HARRISON.

"By the President: JAMES G. BLAINE, Secretary of the State."

Klinch, Vickenburg & Co., for fifty years in the grocery business at Charleston, S. C., have failed. Liabilities 70,000, assets nominally large.

Prof. M. H. Kellogg, president of College Temple, Newman, Ga., is dead.